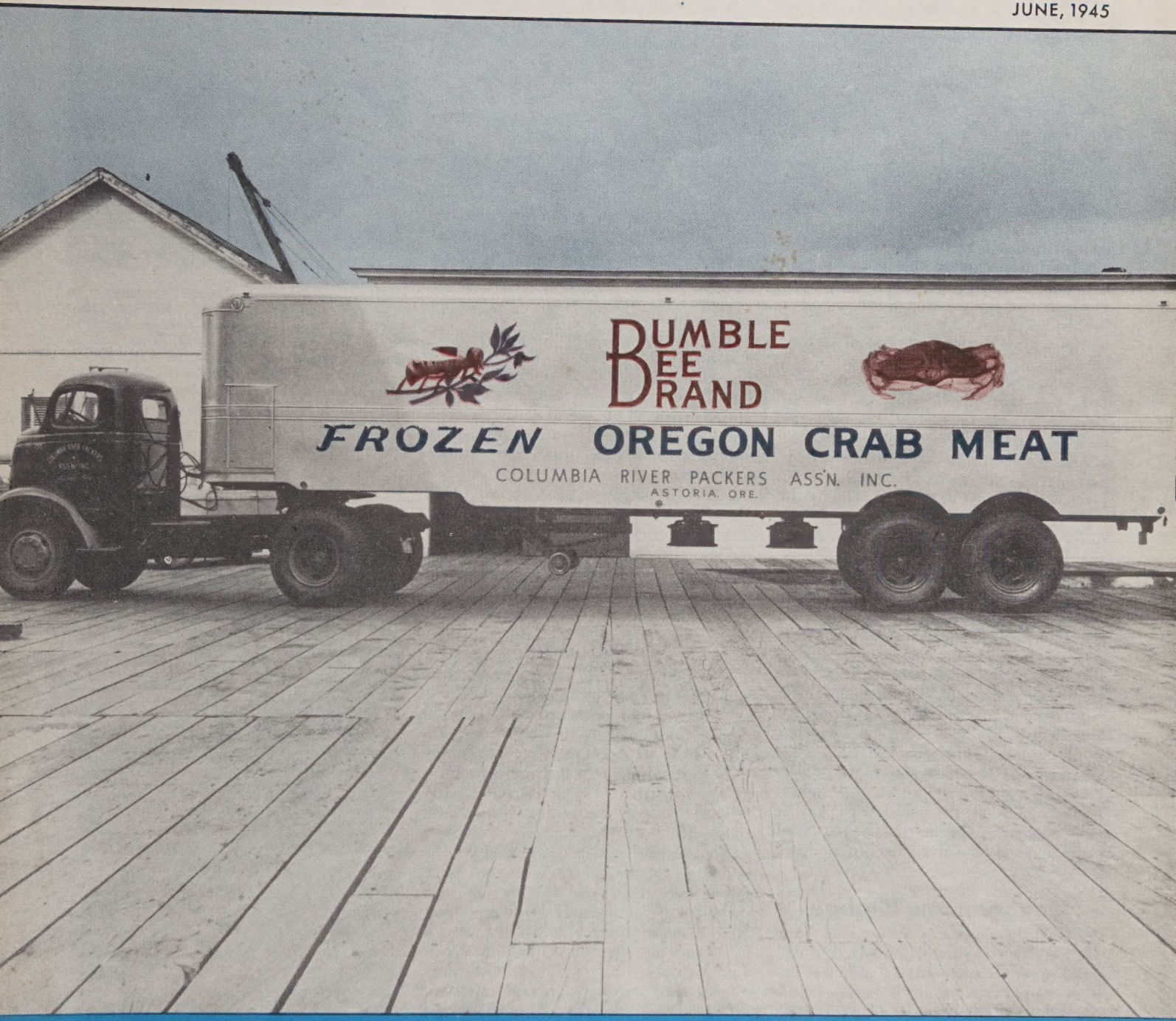
THE BUMBLE BEE

Vol. 1, No. 8

JUNE, 1945



Columbia River Packers Association

Astoria, Oregon

EDITORIAL

Incentive Pay

The packers association has been working during the past month to set up an incentive pay plan that can be made applicable to the entire industry. Production, in some lines, has been far below normal in Astoria fish processing plants during the past two years. Unless some remedial steps can be taken this community cannot compete with others along the coast, when business gets back into its usual competitive channels. The result of not meeting this competition will be the loss of the major part of production to this port, an evident misfortune to the community, the workers, and the packing plants.

Present plans, which will be discussed with the government officials in charge of wage stabilization and the unions, are based on a plant wide incentive designed to permit all production workers to share in the benefits resulting from increased effort. The industry cannot afford to continue to operate under present conditions and standards of production must be fixed that will represent a reasonable basis of production per man hour. Once these standards are accepted and recognized by employer and employee, then a fair and reasonable incentive plan to repay the employees for additional effort can be readily worked out. Intensive plant studies have been carried on during the past weeks to determine just what standards should be established. These studies have covered periods both before and during the war era. The fact that production in this area has been substandard for the past two years is generally recognized by union representatives as well as the employers. CRPA management expects that this vital problem can be solved as others have in the past.

Management Change

CRPA management announced June 12, effective that date, John H. L'Amie, veteran superintendent of Elmore salmon, would have entire direction of the operations of the Elmore plant, including both the salmon and tuna divisions. The change was made in the interest of furthering a complete correlation of all activities at the big cannery and the forming of the employees there into a harmonious working unit that could be directed toward efficient operation of any phase of cannery operations carried on at the plant.

Tuna Superintendent James Burke, Jr. will act, directly under L'Amie in direction of the combined activities at the plant, as assistant plant superintendent, and will have charge of the production program throughout the entire plant.

L'Amie is a veteran CRPA employee having started to work for the company in 1917, after working for the Hammond Lumber Company for a number of years. He was first employed as a machinist in the CRPA machine shop, but after three months there was sent to Elmore cannery as Chief Machinist a position he held until 1943 when he was placed in the salmon side superintendency. During this period of service he has become familiar with all phases of cannery operation. He developed the automatic salter and oiling machines now used in the operation.

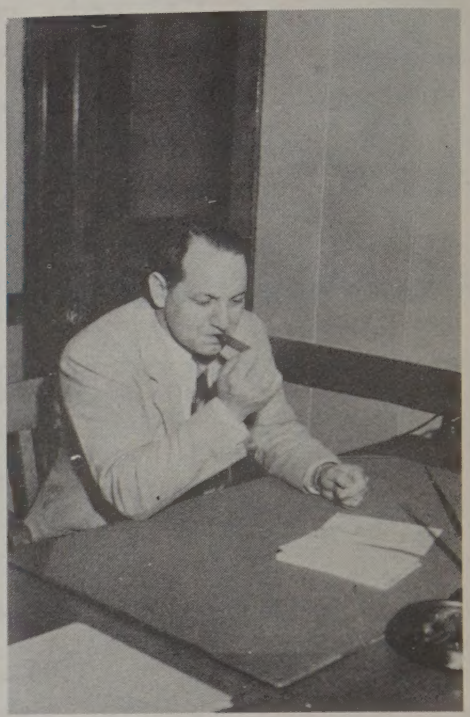
CRPA management is certain that "Jock" will have the complete support of CRPA workers in his new position and that the arrangement will result in improved coordination of effort and bettered efficiency.

COVER PAGE

The picture on the cover page of this issue of the *Bumble Bee* shows CRPA's new refrigerated truck unit, the first of a number designed to increase the efficiency of the company's operations. This unit, already in service, was built by Wentworth & Irwin, Portland, Ore. It is of the cab-over-motor, semi-trailer type, with a carrying capacity of 20 tons and powered by GMC. The body, fully insulated on all sides, is 35 feet long, 90 inches wide, and 84 inches high inside, and carries a freezing unit capable of maintaining a zero temperature.

It was designed to haul ice from CRPA's cold storage to distant stations, and to haul sharp frozen crab meat and fillets from stations to the main plant, or the nearest point where refrigerated railroad cars can be spotted for shipment, thus insuring the quality and condition of the product at all times.

FRANK HOAGLAND



CRPA's aggressive Assistant-Treasurer who doesn't count money but who sees that CRPA gets its share of raw fish production. These days Frank hunts cigars as well as deer, elk, ducks, pheasants, etc. He is reported to be successful in his Nimrodian activities but to date the *Bumble Bee* has not actual, in hand, proof of his prowess.

Clarence Enge, engineer on CRPA power scow Golden Age, sustained a broken leg while at work but is recuperating nicely.

THE BUMBLE BEE

Published periodically by the Columbia River Packers Association, Inc., Astoria, Oregon, for employees and fishermen.

Editor.....JAMES H. CELLARS

ASTORIA REPORTERS

Office.....Louise Carlson
Elmore Tuna.....Marjorie Christensen
Elmore Salmon.....P. J. Burke, Sn.
Cold Storage.....Jo Schwab
Shipyards.....Lura Skyles
Boatyard and Launches.....Johan Peterson
Scandinavian.....John North
Geo. & Barker.....Peter Welch
Occident.....Albert Paldanius
Alaska Office.....Herman Geissel
Machine Shop.....Tom Wooton

STATION REPORTERS

Reedsport.....Melvin Jensen
Cushman.....George Ready
Waldport.....Jack Marincovich
Newport.....Velda Uffelman
Depoe Bay.....Lois Edwards
Wheeler.....George Radich
Eagle Cliff.....George Johnson
Ellsworth.....Bernice Loomis
St. Helens.....Oscar Gerard
Clifton.....Jalmar Thompson
Altoona.....Laura Hendrickson
North Shore.....Frank Pfleger
Ilwaco.....Wayne Suomela
Westport, Wn......Gene Matthews
Bay Center.....Carl Rozine

STAFF PHOTOGRAPHER...Ned Thorndike

Trawler Fleet Production high Record load in

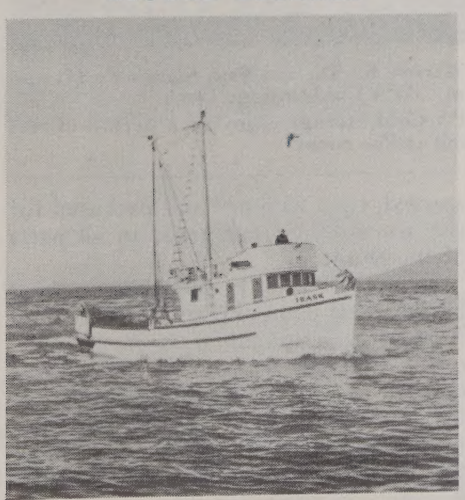
After being hampered ever since the first of the year by bad weather, the otter trawl fleet began to come into its own about the first of June and returns since that date have been exceptionally heavy.

One of the high lights of this production spurt was the delivery May 29 to CRPA Newport of a record load of 124,120 pounds of trawl fish by the MV Trask, of Astoria, Al Mather, skipper. Fishing somewhere south of Newport the Trask hit the jackpot of red rockfish, popularly but mistakenly known known as "Red Snapper," and came in with the top load of Northwest trawler history. Just to show that the trip was no fluke the Trask came close to repeating on June 5 when she delivered 119,840 pounds. Other boats of the CRPA fleet began hitting close to the six figure mark per trip and production for the week ending June 10, was about one million and a quarter pounds, a record week in CRPA history for this type of fish.

With some 20 draggers delivering to CRPA at Newport and Astoria total production figures were rapidly closing the gap with 1944 figures left by the incessant bad weather of early spring and summer and it was anticipated that the current season would be showing a gain before the close of the month.

Drag fish activity is expected to continue full blast until the tuna start their appearance along the coast in mid July. Following that time most of the draggers will turn to tuna fishing for the next three or four months.

RECORD BREAKER



MV Trask.

TRAWLER'S TAKE

NEWPORT NEWS ITEMS

Sea Breeze II was launched at the Siletz Boat Works, Kernville, Oregon, at 10:30 p.m., June 7, 1945. Captain and owner of Sea Breeze II is Uno A. Pykonen of Newport. The new craft is 53 feet over all length, with 16 foot beam. The launching went off without a hitch. Skeet expects to have the boat ready for tuna season, which is not very far in the future. With lots of hard work, he will undoubtedly make it.

We have been receiving halibut regularly from Conrad Rodli's Kiwanda, Yale Redifer's Enterprise, and Ed Blalock's Sea Breeze. These are the only ground-line boats operating from the Newport station.

The Unga made its first trip for the current season into Newport with ice this week. She looks very trim after undergoing alterations during the winter season.

Our next boat launching should be that of D. C. Rowe's new craft. It is under construction at Calkins Boat Shop, and from all reports is nearing the launching stage.

Mrs. Lavone Ring, Newport station employee, has received word that her husband Robert Ring, has been injured in action, in the Pacific area. As yet, no details have been received.

Above: **Sixty-five foot trawler Marion F, delivering an 88,000 pound load of trawl fish to CRPA Cold Storage Plant. Skipper Art Piquet, right foreground with hand on net. Others in picture are crew members. Fish in net are red snapper.** ***Below:*** **View of Marion F's deckload.**

MEMORIAM

Howard Anderson, soldier on Luzon, was killed on May 7, according to word received by his mother, Mrs. G. F. Anderson. Cold storage workers remember Howard well, as the tall, dark, and very likable chap who was a member of the freezer crew. Howard worked two seasons on Tony Canessa's Cold Storage team, and the news of his death comes as a blow. Employees join together to send their sincere sympathy to both Mr. and Mrs. Anderson for the loss of their fine son and our friend.

CRPA COLD STORAGE DOES BIG JOB

Ten thousand tons of fish passed through plant, 1944

CRPA's big cold storage plant on the Astoria waterfront is a scene of almost continual activity. While cannery plants operate on a seasonal basis, fish are moving through the cold storage plant from the start to the end of each year. The two peak periods are in the late spring and early summer when trawl fish production begins to boom, and the late summer and early fall, when tons of tuna are frozen there and stored for future canning.

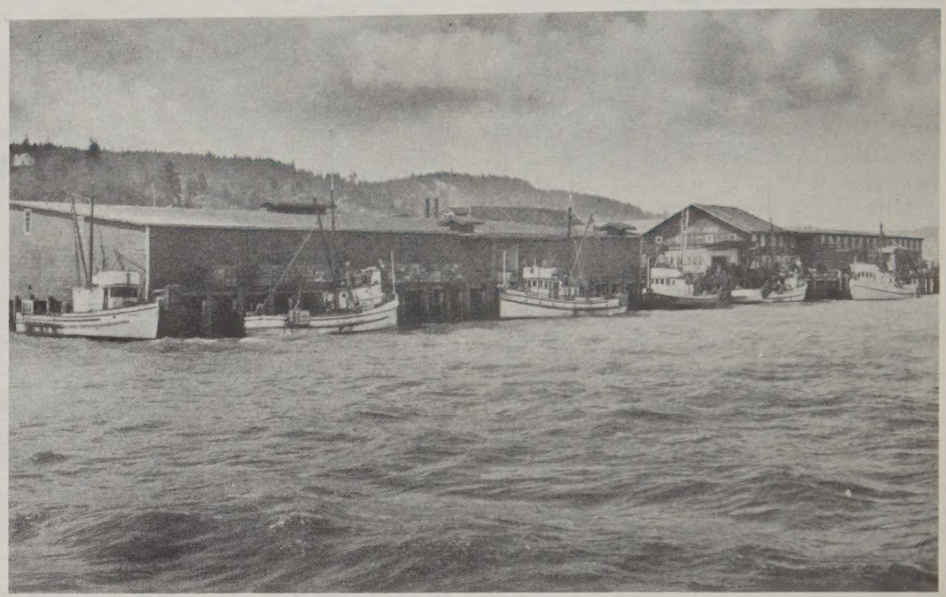
The growing demand of the American consumer for frozen foods, and the war-caused shortage of meats, have offered a golden opportunity for the development of the ocean fishery resource off the mouth of the Columbia River. As a result the business of filleting, steaking, and freezing the various species of sole, rock fish, and flounder which inhabit the banks off the Columbia River has increased ten-fold in the past four years. The army has been a big buyer of these fish, filleted or cut into steaks, and the balance has moved smoothly into civilian markets where CRPA's quality Bumble Bee brand has been creating a new and steady demand.

In the year 1944, 14,000,000 pounds of salmon, trawl fish, and halibut were moved through this plant and into the market in fresh or frozen form. In addition over 5,000,000 pounds of albacore tuna were received and stored after freezing, for later canning. Another quarter of a million pounds of tuna was received and shipped fresh to the cannery plants.

This big plant has over 550 feet of waterfront to which fishing boats can tie up. Mechanical hoists are provided to unload the boats and the empty craft are iced by blower type ice crushers for their next trip.

Seven compressors, each a separate operating unit, so that if one fails the rest are still in use, function to make the tons of ice so necessary for the fishing business, and to lower the temperatures for the sharp freezing and holding rooms. Even while holding down temperatures in the cold rooms these compressors can manufacture about 70 tons of ice daily to build up the 15,000 tons used by CRPA in its year's operation. There are seven blower type sharp freeze rooms with a capacity of 15 tons each and four coil type sharp freeze rooms with a capacity of 12 tons each. In addition there are fish holding rooms with a capacity of 2,000 tons.

FISH BOATS AT DOCK



COLD STORAGE WOMEN EMPLOYES

Above: **The deep sea trawlers Grace H. Ina, Marion F., Tamara San, Stampede II, and Brookfield, line up to deliver fish at CRPA Cold Storage Dock.**

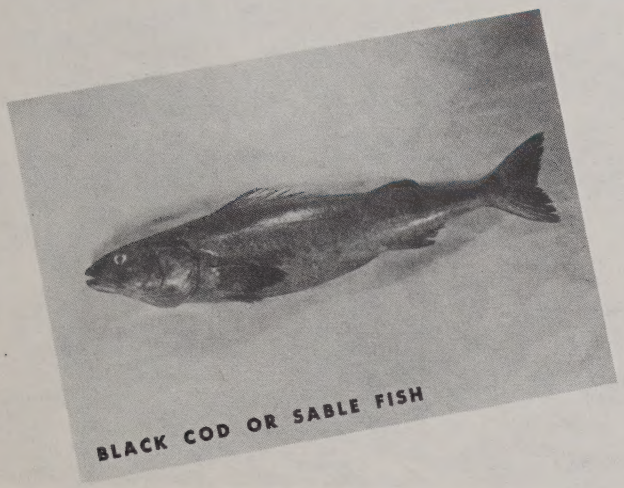
Below: **Some of the women employees at CRPA Cold Storage enjoying a period of rest and relaxation in their coffee room.**

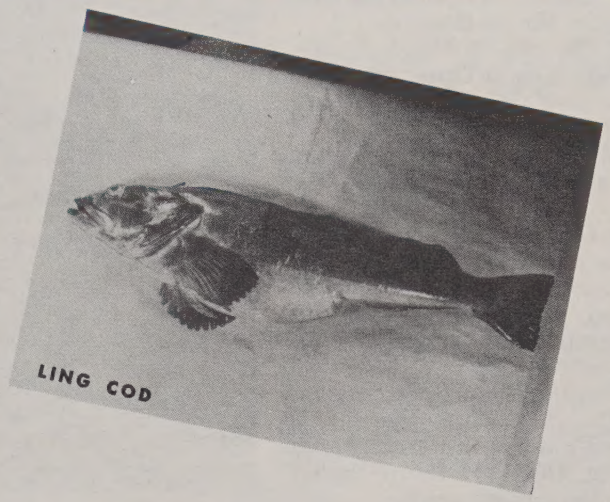
Big Fillet Room

The fillet room is 180 by 80 feet. Fish are handled on an automatic conveyor system and all equipment is of the most modern type. Trained filletters slice the edible cuts from the fish as they pass before them. Mechanical saws cut the salmon, halibut, and rock fish, into steaks. All these items are carefully inspected, then wrapped and packaged for the armed or civilian trade in all parts of the country.

From 200 to 350 employees are kept busy at this plant the entire year. Cold Storage Superintendent is A. N. Cannessa, with a background of well over a quarter of a century of experience in handling these perishable food items. Lee Cannessa, his son, is his capable assistant. John Olson, another CRPA veteran, is plant foreman, and Louis Lund, Chief Engineer.

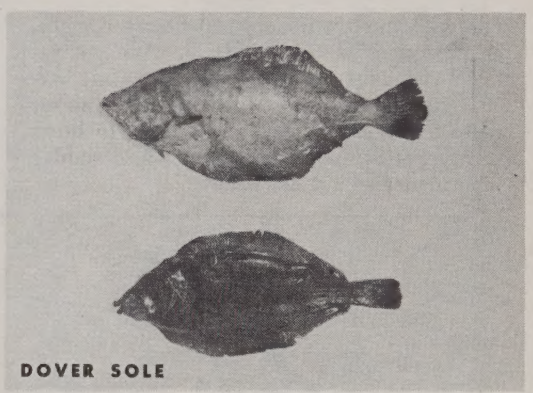
DEEP SEA TO THE DINNER TABLE

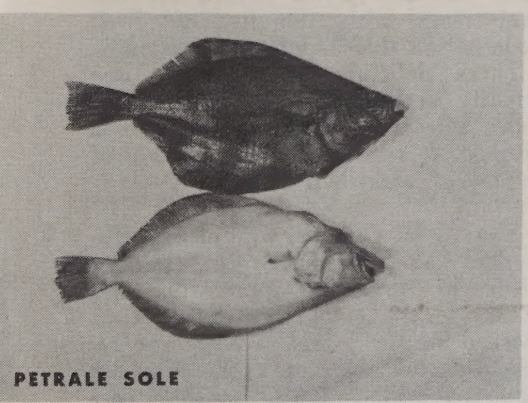

BLACK COD OR SABLE FISH

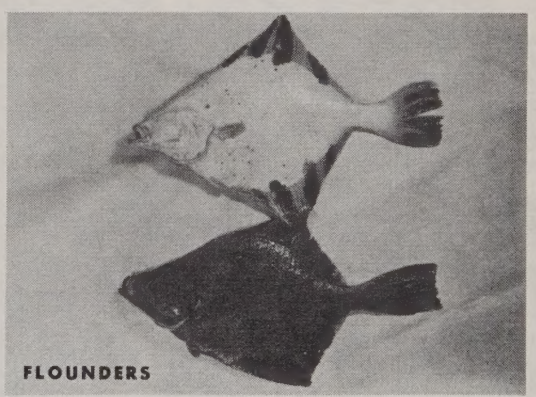

LING COD

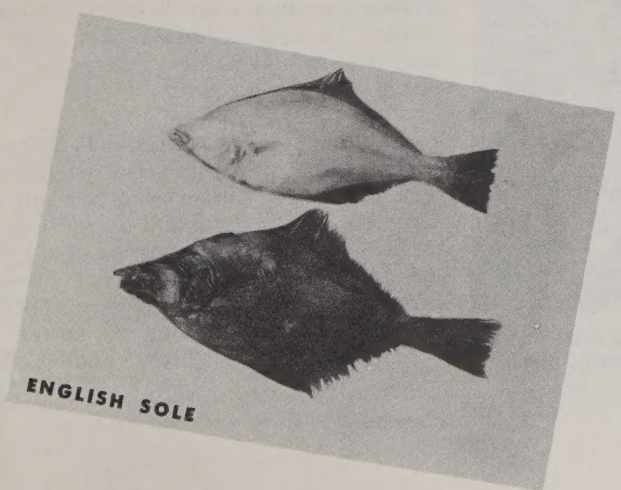
ROCKFISH

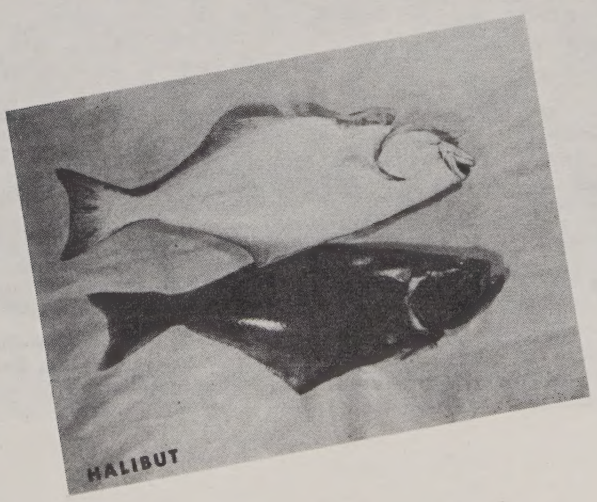
The fiish pictured on this page are moving in increased numbers each year from their deep sea habitats to your dinner table. Filleted or cut into steaks they are a delicious and nutritious food. All are caught in the Pacific Ocean off the Columbia River. Halibut must be caught by hook and line, by law, but the rest are caught in otter trawl nets, dragged along the bottom of the ocean at depths varying from 90 to 530 feet. Right now the bulk of this production is going to the army but after V-J day you will see more and more of these fine fish in frozen food counters in wrapped packages of convenient size carrying CRPA'S BUMBLE BEE brand as a guarantee of quality. All the main varieties taken are shown here with the exception of a cousin of the rock fish. This rock fish relative, better known as a "red snapper," closely resembles the rock fish but has a distinctive reddish coloring and is caught at greater depths.


DOVER SOLE


PETRALE SOLE


FLOUNDERS


ENGLISH SOLE


HALIBUT

ELMORE ITEMS

Mrs. Aylie Hokkanen, Grader on the Salmon Division, and wife of Chickey Hokkanen, Elmore Fireman, is seriously ill in St. Mary's Hospital.

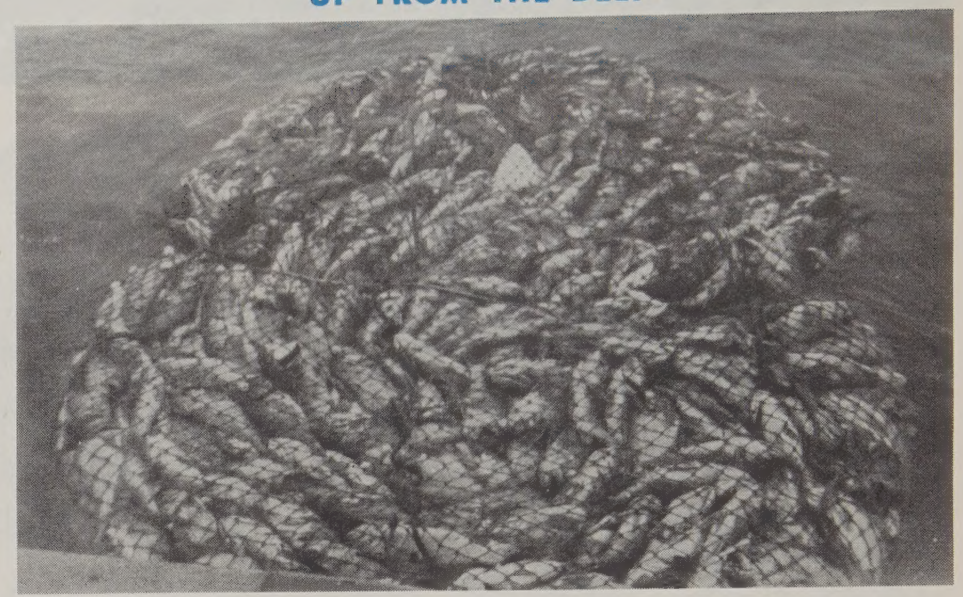
Charlie Fors, Elmore Carpenter, called on us a few days ago. Charlie is feeling fine but his leg is still in a cast, and it will probably be some little time before he will be able to return to work.

E. Mittet, Oil Room Foreman, dropped in to see us this week. He reports that it will be necessary for him to return to the Portland Hospital next week for another operation.

We received a letter from Sergeant Floyd Reith. He reports that he is confined in a hospital in Germany with a broken leg. He says "I sure wish I was back in the cannery again."

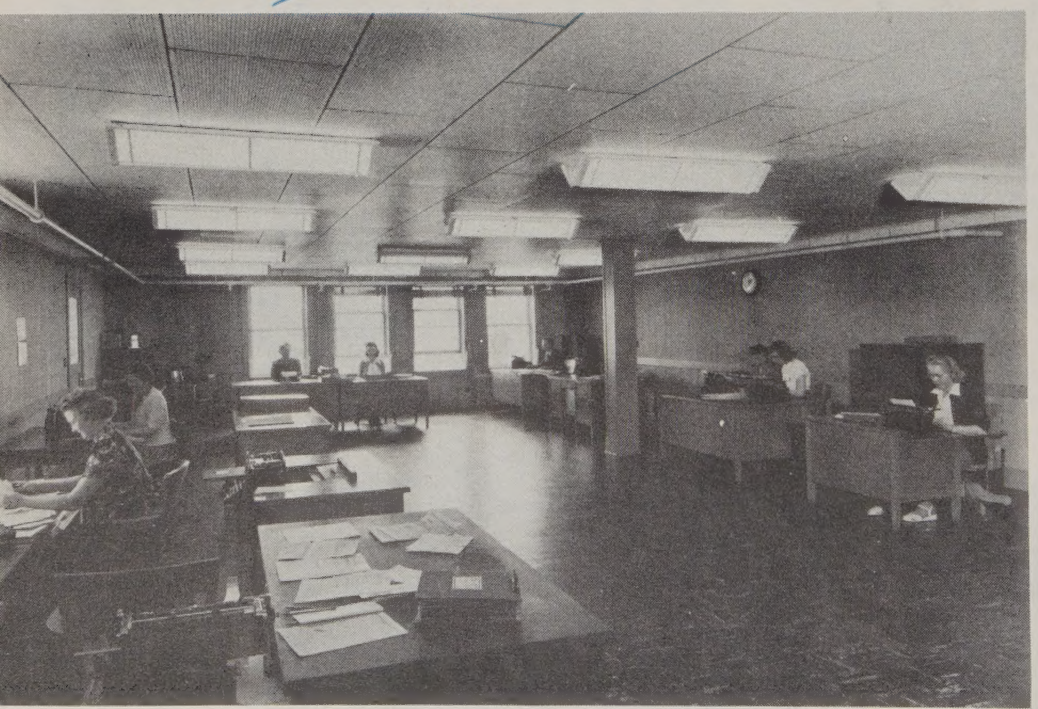
A letter from Corporal Shang Knight, stationed at Little Rock, Ark., says: "I thought Oregon was wet, but Arkansas really has it beat. It is just about to the point where I will have to hook my Ford up with a propeller and rudder in order to get anywhere."

UP FROM THE DEEP



Thirty-five thousand pounds of red and black rockfish brought up from the ocean bottom by the Trawler Alten. Don Croker, skipper. These deep water fish are brought up from as deep as 500 feet and, when they surface, literally pop up out of the water. This particular drag extends five feet above the level of the water. CRPA handled some 14 million pounds of trawl fish of this other species during 1944.

GENERAL ACCOUNTING



CRPA's new general accounting room. *Left to right:* Lydia Andrich, Burdette Yexley, Minnie Erickson, Buena Traglio, CRPA Auditor George Beebe, Eva Smith, Margaret Jensen, and Mitzi Wiitala.

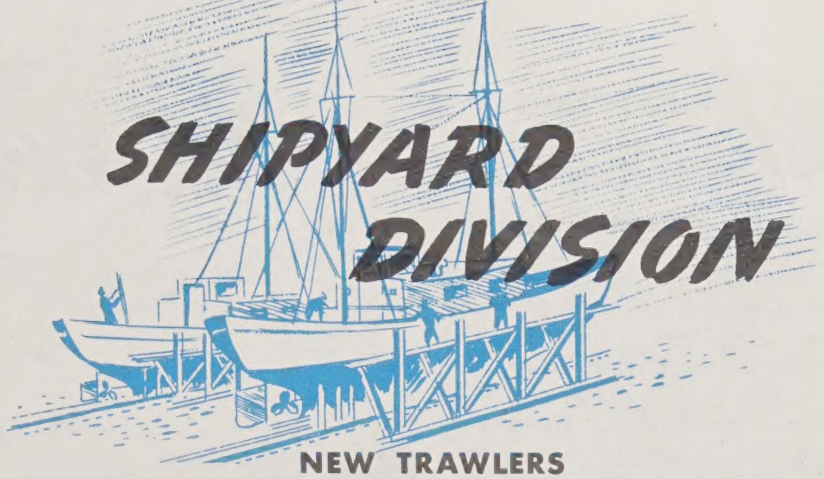
COLD STORAGE NEWS

Afternoon coffee time on Tuesday, May 29, brought a big surprise to Celeste Peterson, floorlady at the Cold Storage, when the employees of the plant gathered together to present Celeste with a new swing rocker for her and Johnny's 8th wedding anniversary. Tony Canessa startled her by giving her a kiss before the audience of 250 men and women, as the group met in the lunch room for afternoon refreshment. Joe Schwab, made a short presentation speech. Celeste was also given a card for her anniversary with the list of "well wishers" on this important occasion.

Three delicious sheet cakes, one brightly decorated, were cut by the coffee ladies, Lena Sorensen and Amanda Prepula, to serve the hungry group of employees, with their coffee.

Mrs. A. M. Canessa, wife of Superintendent Canessa from the Cold Storage, wishes to extend her appreciation and thanks to the employees of the Cold Storage for the lovely presents she received during her illness. Mrs. Canessa who has been quite ill for the past month was given a lovely black cardigan sweater, a healthy azalea plant, and a beautiful handkerchief when she retured from the hospital.

New pencil pusher at the Cold Storage is Jo Schwab, recently returned American Red Cross worker who has put in time both in England and on the Continent. Her official capacity could be called shipping clerk but truck drivers prefer to call her the "checker upper"; however, Jo is learning to snwer to "Shorty," "Five by Five," and "Coffee Time."



Shipyard busy with repair work; rush bait tank program

CRPA shipyard has had a busy month with 16 fishing craft hauled up on the ways for major and minor repairs. All types of craft are making ready for a steady run at the tuna fishing which is due to start next month. The two new combination boats the Kiska and Swiftwater are 75 per cent completed with the crew working on the housings. Some delay is being encountered because promised equipment is not arriving as scheduled.

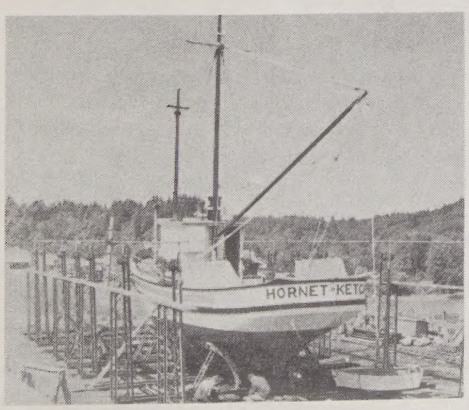
The big bait tank program is about 80 per cent complete according to Superintendent Bill Wootton. Tank straps are being galvanized and new valve installation worked out by the company is being used in all tanks. This new installation drops the requirement for any external valves and makes the equipment entirely streamlined. Orders for 90 tanks are being handled. The tanks are scheduled to be ready for installation about July 15, and boats which have ordered tanks are asked to plan early installation as a rush at the last minute would result in long delays.

SHIPS LOG

Charles Stangland, our maintenance man, who broke his neck last September, is now able to go without his brace. He has been working since January.

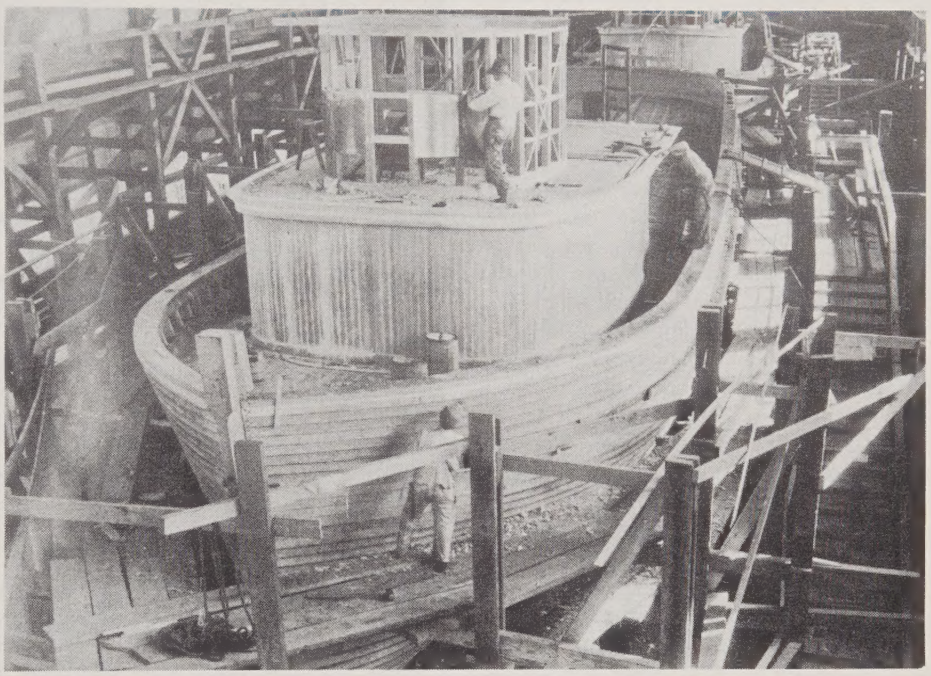
Leadman and Mrs. Jack Aho are expecting their son Tauno Aho home on a five day leave before receiving a new duty assignment. He has been serving in Alaska and Whidby Island. The Ahos have three other sons in service, one in the Marianas, one at sea, and one with the Army Tank Corps in Guadacanal.

DRAGGER HORNET

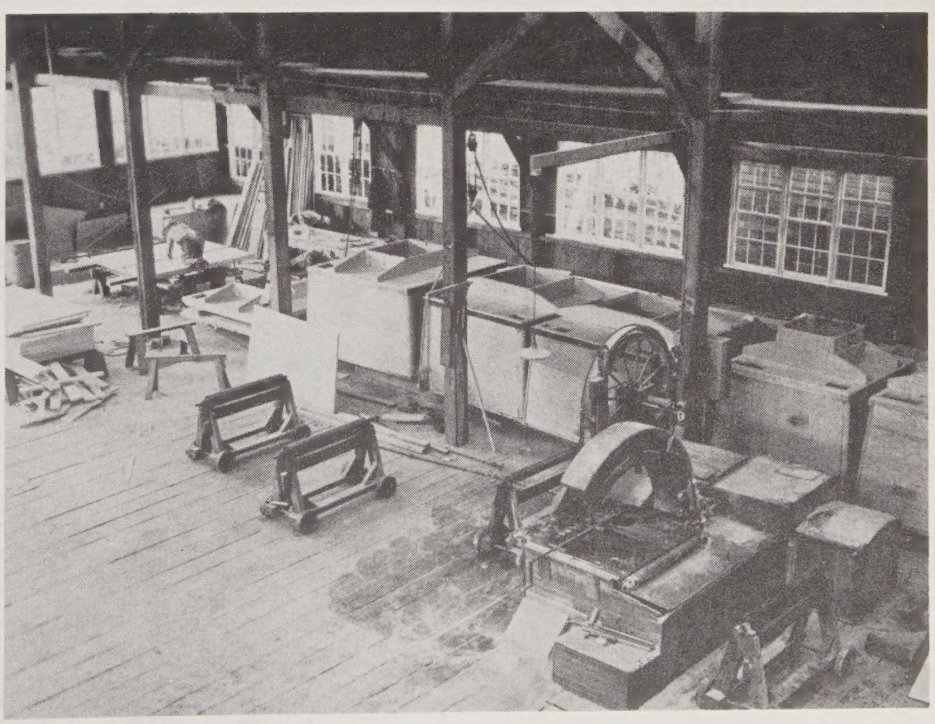


Combination dragger and tuna boat Keto, skippered by L. R. Thomas, Ketchikan, Alaska, now fishing out of Newport, on ways for new Caterpillar engine.

NEW TRAWLERS



BAIT TANK ASSEMBLY LINE



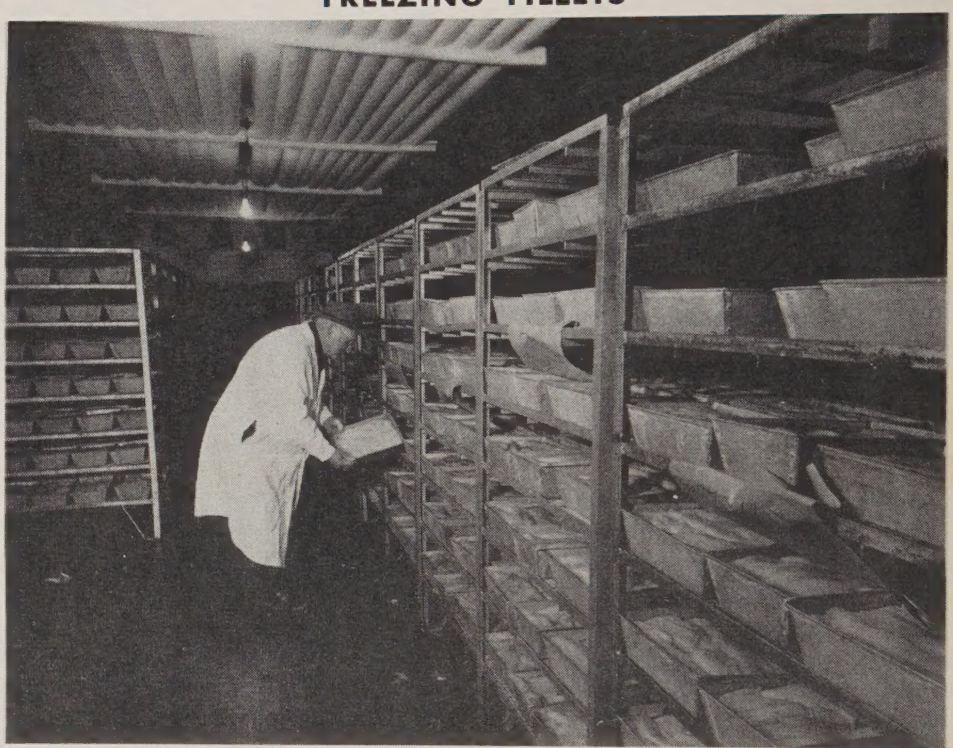
Quick Frozen Sea Foods Seal in all vitamin elements

Unquestionably the processing and retail sale of quick frozen foods is one of the most significant present day improvements in food merchandising.

Today with food shortages prevalent and actually increasing, the question of diet deficiency is one of growing importance. Poor teeth, soft bones, unhealthy skin, fatigue and low resistance have all been traced back to the lack of proper diet, sometimes the result of ignorance, and often caused by actual shortages of certain essential diet items. Scientists are more or less generally agreed as to the importance of supplying vitamins to correct these conditions, where diet deficiency does not permit their absorption through the regular foods consumed. It isn't how much you pay for food or how much you eat that results in a strong body and mental fitness, it is entirely a question of eating the proper foods—vitamin rich foods. Seafoods have been widely heralded as a source of mineral and vitamin elements. Many vitamin concentrates are developed from fishery products. Our line of quick frozen Bumble Bee seafoods contain these necessary elements. The entire flavor and nutritional content is sealed in by our modern quick freeze processes.

During the past six months the extreme shortage of the meat supply in general has made many meat market operators conscious of the possibilities in merchandising frozen fish items in the standard meat case. Many instances have come to our attention where large chains and super-market operators have successfully merchandised frozen sliced salmon and halibut steaks, also the various varieties of frozen fillets by displaying them in the regular meat platters in display cases. It has been found that meat markets could successfully hold limited quantities of frozen seafood products in their regular meat coolers and replenish the display in retail meat cases as desired. This has not only been the means of taking up some of the slack sales, but it has also developed many new customers who will be potential buyers of seafood products in the future. Many new items have been added to our present line of frosted seafood products, and extensive experiments are being continued to further develop additional varieties for the postwar market.

FREEZING FILLETS



SAWING SALMON STEAKS